SOUTH AMERICA.

The Pacific Ports Opened to Spanish Merchantmen.

Another Revolution Brewing in Peru.

Trouble Between Chile and Bolivir.

The steamer Rising Star, Captain King, from Aspinwall November 30, artived at this port yesterday. The following is the list of treasure by the Rising

COLOMBIA.

Great Freshet on the Chagres and Obispo Trouble About Governor

On the 25th inst., just after the passenger and hag-gage train from New York got over the road, the Chagres and Obispo rivers commenced swelling rapidly, and in a couple of hours the railroad track was under water. Towards evening the road was impassable; the river was up twenty feet above its usual level at Matachin, and in the flat lands between the Chagres river bridge and Lyon Hill station there was as much as afteen feet of water in some places on the track, the flood extending probably fifteen on the track, the flood extending probably fifteen miles along the line, and the land on each side was submerged for forty or fifty miles. Communication could only be kept up by the boats, as the wires were down and no train could be pushed through until Friday night, when an engine reached Panama after being three days on the road. To-day the water continues subsiding, and it is probable the California passengers who arrived this morning may get over early to-morrow. This is the heaviest freshet experienced for six or seven years. It will probably do some damage to the line, but not much, as the land is very flat, and there is no great russ of water over the track.

INTERIOR OF THE REFURLIC.

INTENIOR OF THE REPUBLIC.

Previous advices informed you of a revolution in the capital of the republic, being organized by the President of the State of Cundidamarca against the the capital of the republic, being organized by the President of the State of Cundinamarca against the general government. The State President was imprisoned by the national President, and now we have the decision of the Supreme Court of the nation declaring that Schor Ignacio diutierez, Governor of the State of Cundinamarca has violated no law of the constitution in organizing a revolution in the capital against the general government. He has consequently been ordered to be set at liberty by the voice of Schores Perez, Colunje and Murillo. This decision has created great excitement among the liberals, and I believe the Judges have had to hide themselves in order to escape being mobbed, notwitastanding that their decision is acknowledged to be purely just, legal and constitutional, but the present administration is determined to put down everything throughout the republic that tends to favor conservations. The revolutionary movement still continues through the States, which are being placed on a war footing, and most of them disapprove of the course pursued by the President of the amon toward the President of Cundinamarca. The Legislature of the States of Patama passed a vote te-day upholding the national ruler.

ECUADOR.

The Pacific Open to Spanish Merckant Vessels-Important Arrangements With Chile. PANAMA, Nov. 30, 1868.

The Star and Herald of this city publishes some inelligence received from a reliable source in Chile of very important nature for Ecuador, but which had not been yet made public. It says that Don Antonio Flores, the Minister from Fenador to Chile has en-leted into an arrangement with the Chilean govern-ment to the effect that Spanish vessels, coming to the Pacific with the object of carrying on trade with Ecuador, shall in no way be molested by the Chilean kayy, and that in case of need they shall have liberty to touch into Chilean ports. Such an arrangement cannot be otherwise than most advan-tageous for Ecuador, which has suffered so much in her commerce since the breaking out of the Spanish invasion, and it could not have been entered into at a more convenient moment than the present, when Spain herself is struggling for her liberty, and show-ing the strongest disposition to traternize with the States of South America.

ing the strongest disposition to fraternize with the States of South America. The Bank of Ecuador was installed at Gusyaquil on the 5th inst., having in it. vaults 465,217 hard follars, against which it has permission to issue \$1.305,052 in bank notes.

BOLIVIA

Brazilian Trenty the Cause-Tue Belivian Bank-A Queer Financial Course. LIMA, Nov. 14, 1888.

pry. From all quarters protests against the treaty it limits with Brazil are pouring in, and in some lowns the people are actually in revolt. Still the means of communication are so deficient and the difficulties of acting in concert so great that Melgarejo, with his army ready to obey any command, remains quietly at the capital and appears to take no notice of the disturbances.

A slight speck of trouble with Peru has also anpeared. The Peruvian government withdrew the discovered that this official had opened some muli assovered that this official had opened some main bags entrested to his care. This Consul is the particular pet and protego of Meigarejo, and the latter has publicly asserted his determination to force the Peruvina government to replace the Consul or to pay a neavy sum for the injuries inflicted upon him.

The Minister of Brazil has left the republic, frightened at the demonstrations of discontent evinced in

him.

The Minister of Brazil has left the republic, frightened at the demonstrations of discontent evinced in
regard to the treaty concluded with his country and
probably aware that strong measures would be
taken to prevent its finishment. Meigarejo offered
laim a banquet before his departure, but the foreign
liminsters who were invited declined to attend, regarding the object of the dinner as improper.

In the course of two or three months we may have
some intelligence of importance to communicate to
the readers of the Herald. It will be remembered
that President Meigarejo gaven concession to a foreign
company, permitting the establishment of a bank at
La Faz. By the last opportunity the director arrived at that city, and preparations were made to
lamediately commence operations. It reached
the director's ears, on his arrival, that
success overcome since the institution was
moust to be queued, and the director, not altogether
technique as overcome since the institution was
moust to be queued, and the director, not altogether
be attendance at the palace, and on his appearance
he was greeted with the request for an instant loan
of \$100,000. To vain the poor director alleged that
he had no moder; that as yet the notes of the bank
were not in circulation; that he only proposed to
reake at that time the preliminary arrangements for
opening the institution. Meigarejo would not listen
to excusses, professed his entire readiness to make
the noises legal tender and finally threatened to
accesse; professed his entire readiness to make
the noises legal tender and finally threatened to
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the noise legal tender and finally threatened to
accesse; professed his more readiness to make
the

us more of Revell-Financial Matters-Ameri-

es a Clauza-The American Built Monitors. The probabilities of a revolt against the present government in the South were considered dangerous. Macerns an anomaly to suppose that the peopic, who but three months ago were utterly rained nd almost decimated by the most appalling natural convinienon the world has known, should even harbor the size of revolution and bloodshed; but the people of the district of Moquegus, one of the most populous and fertile in the republic, were always opposed to the last revolution, which resulted in Prado's overlarow, and since that event bave been controlled by a Governor chosen from the Canseco party. Colonot Batta, however, always giving unmistakable proof of policy and good sense, has just appointed as Prefect of that province Colo-Mariano Pio Cornejo, Prago's Minister War, and the same officer who was definited by Balta at Chiclaye in January last. Cornejo is a very popular man in the Sonta, and his assumption of power in that district will be hailed with real satisfaction by the people themselves. But

there are so weral members of the present Congress who, dest rous of elevating themselves upon the shoulds as of some complaisant revolutionary chiefthe diministration, and would use all of their energy of the medicavoring to incite the people to revolt. Fortunately, however, the immediate danger appears to have passed away. Yet there are many croakers who confidently predict the speedy overthrow of Balta's government. Herencia Zevallos, the first Vice President and a man of very considerable inducate, is known to be preparing for the struggle, and, now that it is not possible to stir up a revoil in the South, the eyes of the would-be manigents are directed towards the North. Here, although the people fought so bravely and decidedly for Balta, his popularity has greatly diminished, and it is said that since he has not shown that section of the country any particular favor or attention since his assumption of power the people are jealous of his partiality to Arequipa. Certain it is that the revolutionary agents are hard at work in the North, and it may soon be my painful duty to again chronicle the dismal tidings of another revolution in this unhappy country, which, though scourged so terribily by carriquakes and disease, still appears destined to be the theatre where men whose only claim to power is an 4-satiable ambition, act their bloody roles. A strong opposition would naturally spring up to a movement of this description, and Ralta, with his belidiog obstancy and determination, would make it very hot for his enemies. The lavorite plan, however, appears to be the forcible deposition of Balta and the humediate scizure of the Presidential enaity by Evalios. In this manner the revoation, if speedily accomplished, would be almost bloodless.

The financial matters of the republic stratorium and the humediate scizure of the Presidential enaity by Evalios. In this manner the revoation, if speedily accomplished, would be almost bloodless.

The financial matters of the republic streasury, the dispute of granted until the Minister had appeared before Congress, and, to the dismay of the members made the starting declaration that only the sum of fitty-six soles exis tain, : re anxious to create some movement against the Aministration, and would use all of their energi as in endeavoring to incite the people to revolt.

Business is very dull; since the earthquake but

Capture and Release of a Boston Bound Vessel-Government Retailing Abandoned-Movements of Salanve.

PORT AU PRINCE, Nov. 28, 1868. The position of affairs is not changed here. A blockade is maintained over the closed ports of St. Marc, Miragoane, Aux Cayes and Jérémie, and two vessels have been captured in coming out of the port of St. Marc. The Aerolite, Captain Thomas, was she having a full freight of produce for Boston on board. She was detained for eight days, but was released the 24th inst. and sailed immediately for her

released the 24th inst, and sailed immediately for her destination.

The steamship City of Port au Prince arrived here the evening of the 22d, with freight and some passengers. Her cargo, which was intended for the government, was leit on the hands of the consignees, government having abandoned its policy of retailing provisions to consumers.

President salnave sailed from here the 26th instant, on board the Haytlen corvette Alexandre Pétion, for Petit Goive. Miragoane, accompanied by the Haytlen gonboat Salnave, which latter, returning this forenoon, took on board reinforcements of troops and went to sea again. The movements of the President at that place are not yet made public, but it is hoped and believed they will be decisive.

EUROPEAN MARKETS.

Central, 80 3.

PARIS BOURSE.—PARIS, Dec. 8.—The Bourse closed dull last night; rentes, 70f. 20c.

LIVERPOOL COTTON MARKET.—LIVERPOOL, Dec. 8.—5 P. M.—The cotton market closed dull at the following quotations:—Middling uplands, 1045d. a 104d.; middling Orleans, 11d. a 114d. The sales of the day foot up 8,000 bales.

HAVRE COTTON MARKET.—HAVRE, Dec. 8.—Cotton heavy both on the spot and to arrive. Low middlings to arrive, 121f. per cwt.; tree ordinaireon spot, 127f.

LIVERPOOL BREADSTUFFS MARKET.—LIVEROOL.

LIVERPOOL BREADSTUPPS MARKET.-LIVEROOL

Dec. 8—5 P. M.—Western flour closed quiet and steady at 25s. 6d. Other breadstuffs unchanged.
Liverpool Provisions Market.—Liverpool, Dec. 8—5 P. M.—Beef closed dull. Other articles in the provisions market unchanged.
Liverpool Produce Market.—Liverpool, Dec. 8—5 P. M.—Petroleum closed firm; refined is 6d. purished the provisions of the provisions.

spirits, Sd. per gallon.

LONDON PRODUCE MARKET.—LONDON, Dec. 8—5 P.
M.—Spirits turpentine closed 28s. 3d. Olls and lineed unchanged.

EUROPEAN MARINE NEWS.

From New York, arrived at this port at hair-past one yesterday.

Liverpool, Dec. 8.—The bark North Breton, from Quebec for Southampton, has been wrecked off Mount's Bay. Six of the crew were lost.

Briss, Dec. 8.—The General Transatlantic Company's steamship Ville de Paris, from New York November 28, arrived at this port to-day on her way to Havre.

REAL ESTATE MATTERS.

While the storm among the heavenly elements raged during the past few days there was a marked full among the earthly elements of the real estate market. The former having become quieted for the present, the latter became correspondingly lively and a much more buoyant spirit seemed to pervade been shown for some days previous. There were no very heavy parcels of land placed under the hammer, and although the bidding was rather light the majority of offers went off at fair prices, as may be seen from the following list of sales:— BY A. J. BLEECKER, SON AND CO.
Amity St, bouse and lot No. 82, 25:50079.4.
BECOKLYN PROPERTY—BY JOHNSON AND

ı	ADDRESS PROPERTY DI SULNOS AND MILLER	
ı	1 lot, 25x100, a e corner Patchen and Potnam ava	500
ı	3 lots, 25x100, adjoining on Patchen av. each	700
ı	2 lots, 25x100, on Jefferson st. 125 ft from av, each	200
ı	1 lot, 25x10t, s w corner Raigh av and Jefferson st.	
ı	I lot, author, w corner Raign av and Jenerson st.	806
ı	7 lots, 25x100, adjoining, entire front on Raiph av, each.	700
ı	3 lots, 25x100, on Jefferson st. adjoining, each	600
ı	3 lots, 25x100, on Hancock st, each	600
ı	1 lot, 25x100, s e corner Ralph av and Jefferson st	750
ı	1 lot, 25x100, n e cor Hancock and Ralph av	760
ı	6 lots, 25x100, on Ralph av, between the above, each,	700
ı	1 lot, 20x26, on Bushwick av, a s, 80 ft from Magnolia st.	550
۱	I lot, rother, on Bushwick av, a a, so it from Magnons at.	
ı	3 lots, 2)x95, adjoining, each	350
ı	1 lot, 25 x95, cor Magaotia st	675
ı	4 lots, 25x10., on Magnolia at, adjoining, each	425
ı	6 lots on Garden at, near Schenoctally av, and including	
ı	the s e cor the av, each 25x10t, each	120
ı	Slots on Schenectach av, w s, cor Diamond st, each	160
ı	Slots adjoining the above in the rear (4 on Diamond at	***
ı	Store adjoining the score in the tent (4 on Diamond as	50
۱	2 and 4 in rear adjoining), 25 ft fronts, each	540
۱	2 lots on Diamond at and 2 in Year, adjoining land on	-
ı	Schenectady av. each	96
	5 lots on Montgomery st, n s, and Son Crown st, s s, ad-	10000
	joining, all 20x160, 100 ft from Utica av. esca	150
	16 jots adjoining, 5 on each st, same size, each	180
١	BY WYCKOFF AND LITTLE.	3000
	S story brick house and lot No 47 Elliott place, between	
	De Kalb and Lafavette ava, lot 20x100, Philip Ott-	
	De Rein and Train ere and tor torton trains our	2,500
	2 3 story brick buildings and lots, Nos 94 and 95 Dong-	******
	2 3 story brick buildings and lots, Nos 24 and 29 Dong-	
1	lass st, 141 ft from Hoyt st, each lot 18.9x100, James	
	Johnson, each	4,600
	I lot on the e a of Willow at. 75 ft a of Cranberry at. 25x	
		5.500
	blote on the s s of Hancock, 100 ft w of Lewis av, each	
	20:100, J Barker, each	500
	2 lots on the n s of Monroe st; 2 lots on the s s of Madi-	-
	Store off the U s of Montoe at ; 3 lots of the s s of water	895
	son av. each 25x100, Mr Pomroy, each	-039
	Slots on the s s of President st, and S lots on the n s of	
	Carroll at, between Rochester and Utica sts, each 21x	44
	120.9%, John R Kennedy, each	275
	Slots on the n s of Hainbridge at, each 20x100; 5 lots on	
	the sa of Decatur st, each 20x100; 10 lots on the sa of	
	Bainbridge at, each 25:68, between Patchen and Reid	
	Swinglings art even mittel between Lytenen was veid	-

MARINE TRANSFERS.

The following is the official statement of marine transfers at this port from the 2d to the 7th tost.,

Date.		Class-Name.	Tonnage.	Share.	Price.
Dec.	2	Sloop Emily Robbins	15.89	Whole	\$2,500
Dec.	- 4	Canal boat E. B. Brooke	105.51	Whole	2.50
Dec.	34	Sloop Olympia	22.53	1-5	856
Dec.	- 4	Sloop Olympia	32,83	1-3	BEN
Dec.	. 6	Schooner Jamestown	200.59	7-8	3,937
Dec.	- B	Schooner Jamestown	202,09	3-8	1,50
Dec.	- 6	Schooner Jamestown	202.59	1.8	200
Dec.	- 6	Schooner Tarill	28,19	1-2	1,000
Dute.	2	Sloop Cyros.	40.98	6.8	1.000
Dec.		Bigge Cyrus	41,120	68	44

THE OHIO RIVER CATASTROPHE.

Steamers United States and America—State

From Cincinnati papers of the 6th inst. we obtain terrible catastrophe on the Ohio river:-

terrible catastrophe on the Ohio river:—

THE EXCITEMENT IN TRIS CITY.

The first intelligence received of the terrible news was about nine o'clock yesterday morning. It was but a few moments before the news was whispered from ear to ear, and the city was placed in a constant state of the highest excitement. The bulletins on the Commercial board attracted an immense conscourse of people, and cur office was thronged all day with crowds who were anxious to hear all particulars. At the office of the Western Union Telegraph Company a busy throng of people kept coming and going; hundreds of messages of inquiry were flashed across the wires, and many sad answers were received. Along the levee, in the vicinity of the Mail wharf boat, the crowd at times was immense. At hight a larger crowd collected on the wharf boat, as early as seven o'clock, waiting for the arrival of the C. T. Damont, with the sufferers and saved.

Every whistle of passing steamers caused them to rush out to see if it was the Dumont, and when they found that it was not her they returned to the wharf boat office in the most depressed spirits. The Dumont was expected here at ten o'clock, but it was nearly tweive o'clock before she was discovered to be conting. When the words "she's coming" were should a frantic crowd rushed to the edge of the wharf boat, pushing and crowding, each one endeavoring to get aboard first.

On the Dumont.

shouted a frantic crowd rushed to the edge of the wharf boat, pushing and crowding, each one endeavoring to get abourd first.

ON THE DUMONT

a sad sight greeted the eyes of the crowd. Strewed along the cabin floor, on cots, the scaided and wounded were iping, groaning under the agonizing pain of their wounds. Men and women, but half dressed, covered with shawis, blankets and beddenits, were gathered around the stoye, silvering with the cold. Ratless men, with bandaged heads and arms, were aske there, and the sight that we witnessed upon our cottance into the cabin was one that we shall never forget.

STATEMENT OF CAPTAIN R. M. WADE.

Captain R. M. Wade, commander of the United States, makes the following statement:

It was about a quarter to half-past eleven o'clock Friday night when the United States and America cance together, one mile above Warsaw, on the Indiana shore. The night was dark but not foggy. The America went into the States on the larboard, abreast of the baggage room, and only cut through the guards and a few of the top timbers of the half. The names appeared to come instantaneously with the crash on both boats, shooting up above the top of the hurricane roof of the States, where I was standing. The wind was blowing hard up stream. The States backed into the Indiana shore, where her head swung quartering out into the stream, going down in a few seconds. The America blew two whistles, which were answered by the States backed into the Indiana shore, where her head swung quartering out into the stream, going down in a few seconds. The America blew two whistles, which were answered by the States box one whistle, or it was all I could hear, owing to the high wind. The States blew again, but we could not hear the America's reply. About half an hour after the accident the towboat Reindeer, ascending, came in between the wrecks and proffered her services, taking a few of the sufferers. After remaining an hour the Idady Grace came alongside, when the Reindeer departed. We had sixty-five passengers altog STATEMENT OF MR. ANDY HARRIGAY, CLERK OF THE

Mr. Andy Harrigan, the second clerk of the United States, gives the following statement:

The boats coinded about a quarter-past cleven o'clock at Raly's Landing, about one mile above

The boats coinided about a quarter-past eleven o'clock at Raly's Landing, about one mile above Warsaw.

I was in the barber shop at the time and heard our whistle blow. After the first whistie our pilot rang the stoppling bell, then immediately after rang the backing bell.

I then had an idea of what was the matter and ran forward on the starboard guard as far as the starboard chimney, when the boat was struck by the america on the larboard side, about ten feet aft of forward, the collision driving a number of barrels of petroleum into the furnace, causing the flames to mash up in a moment. The United States then swung around, and the pilot tried to back our boat into shore. The America, then being disentangled, was worked into shore, and was then a little auther up the river than we were. We then backed our boat very near the America, when a number of our passengers were saved by jumping off of the United States on to the America. By actual count there were sevently-five passengers on the United States; out of this number there were twenty-live ladies. There were two ordidal parties on the bout, and some of the passengers thought they would have a little fun in serenading them, which they did, and some twenty minutes after the serenade the collision occurred; and I think if it was not for the serenade the bridal parties would have been lost, but as they were in their state rooms awake, they were apprised of the danger in which they were, and got off the United States on to the America, and as their state rooms were on the same side as the America, they were saved. The scene in the cabin at the time was indescribable. Several ladies stood, throwing their children overboard and crying for assistance. Upon the gnards a number of ladies stood, throwing their children overboard and crying for assistance. Upon the gnards a number of ladies stood, throwing their children overboard and crying for assistance. Upon the gnards a number of ladies atood wringing their hands and crying for help, but they would not leave the

in the cabin dancing, and the passengers had just entered their state rooms.

STATEMENT OF MR. MARTIN BIGGS.

Mr. Martin Biggs, who was a passenger on the America, from Louisville, informs us that he was in the cabin at the time of the disaster. The shock of the collision aroused him, and he ran out on the guards to see what was the matter. He found that the States had collided with the America. It was not over thirty seconds when the States caught fire, the cause of which was the bursting of a number of barrels of petroicum stowed on the bow of the States. The America immediately caught fire, and succeeded in making the Indiana shore, where her crew ran out a stage to allow the passengers to succeeded in making the Indiana shore, where her crew ran out a stage to allow the passengers to escape. He was the third man off the boat. He returned and assisted the ladies off the boat. He returned and assisted the ladies off the boat. He saw a number jump into the river, and two men were seen grasping the yawl of the America at the stern of the boat. The yawl had capsized and they were endeavoring to keep from downing. He assisted two ladies off the boat who were entirely naked, having lost their nightclothes while escaping from the raging flames. Over seventy-five persons took supper on the America before the collision. He saw about 250 people—passengers and crew—on the bank after the disaster. Four wagou loads of ladies were taken to private residences in Florence. Right in the heat of the disaster the towboat Reindeer, ascending was run in between the two burning steamers, and the crew of the Reindeer did all they could to rescue the passengers. Those rescued on the Reindeer were afterwards placed on the Lady Grace, which steamer also came to the rescue, and were taken to Madison. One man he saw clinging to an oil barrel in the river.

He says it was about a quarter to tweive at night when the collision occurred, and both boats were burned to the water's edge in less than five minutes. The officers of both the States and America did all they could to save the lives of the passengers. The pilot of the America stood at his post until he was compelled to desert it, as the flames were singeing his ciothes.

compelled to desert it, as the flames were singeing his clothes.

Mr. J. A. Rothler, of J. A. Rothler & Co., of Cincinnati, a passenger on the America, says he had retired and was awakened by the collision, and when he succeeded in making his way out on the guards the United States appeared to be on fire all over. He is of the opinion the fire originated on the Kentucky shore. He is of the opinion the fire originated on the United States. He describes the scene as terrible beyond description. He boarded the towboat Reindeer and came to Lawrenceburg, where he took the railway train for Cincinnati. He lost all his enects, dividing a portion of the apparel he wore with a fellow surferer. He speaks in the highest terms of the gallantry of the officers of the America as well as those of the towboat Reindeer.

a portion of the apparei ne wore with a fellow surferer. He speaks in the highest terms of the gallantry of the onlicers of the America as well as those of the towboat Reindeer.

THE SAVED.

The following is a complete list of those known to be saved from both boats:—

M. Zickler and wife, from Premont, Ohio; James Price and brother, Louisville; Lee Kahn, Cincinnati; B. Nelson, Allegheny City, Pa., slightly burned; Master Pearce, saved, but his mother and brother were lost; Captain Joseph McCammant, Cincinnati, burned about the neck; Robert Nelson, Newport, Ky., slightly injured; J. H. Green and lady; Sol. Harris, Louisville; George A. Middleton, Cincinnati; W. W. Haniy, Cincinnati; William Chanberien, Cincinnati; Mr. McFaran and wife, of Nashville; Mr. Hays, of Nasaville; Mr. Hays, of Nasaville; Mr. Hays, of Nasaville; Mr. Herbert, of Newport, Ky., Mr. J. B. Fisher, of New York, burned on hands and face; Tony tfarris, Cincinnati; S. R. Clark, of Menpais; G. Stevenson, Mr. Power, Captaia William Cappoeli; Mis Culbertson, of Cincinnati; Mr. Fashman and Ind;; C. F. Adae, of Cincinnati; R. S. Powier, of Newport, Ky.; Mr. Montgomery, of Louisville, Burt in the back; Mr. Direker, Mr. Sachs, James Lowman, D. Sachs James Ledwick, Mr. Flashman, R. Myers, S. Harper, E. Garland, Jr., William Davidson, William Wingate, Petersburg, Ky.; Godfrey Grove and son; Joseph Eberer, W. E. Lent and Joha Knecti, on their way to Bumbio. Alex, Indoes, Miss Barton, ole Ball and three gentlemen; G. W. Marshal, lady and child; H. A. Dumesnil, Mr. F. Thompson, F. Wels, Mr. Sommers, John Tracy, on his way to New York; Mr. Rosenfield, of Louisville; Mr. Manck, David Bare (horse trader), Mr. Westerfield, Mrs. Myer, Wm. J. Irwin, T. E. Love, J. M. Hartwell, Adanta, Georgia, on his way to Cincinnati to procure a wooden teg; M. L. Woods, Charies Lewis, from Louisville and Nashville Rallroad; J. S. Golinay, member of Congress from Kentucky; George Gaugh, J. A. Rother, Joseph Dimick, on his way to Philadelphia; Captain C. G. Pearce, R. H. Wolfolk

the steamers United States and America is still in tense. Parties are arriving from all quarters to make inquiries about lost friends or relatives known to have taken passage on one or the other of the ill-fated boats. The remains of some of the victims will arrive here to-day on the steamer General Lytle for

A despatch to the Commercial from Frorence, Ind. says that thirty-three bodies have been recovered

says that thirty-three bodies have been recovered from the wrecks of the United States and America. The following have been identified:— James Johns, of Louisville. John Fennell, of Newport, Ky. Emil Moreau, Wm. Jotterson and Wallace Farris, of Lexington, Ind.

Mr. Farber, of Hanover, Ind.

Mrs. Geo. W. Griffin, of New Orleans.

Mrs. Mary T. Thompson, of Philadelphia.

And sixteen colored men of the crew of the United States.

States.

There are a few bodies remaining unidentified in addition to a number of colored persons, supposed to be those of the deck hands, who perished. The scene at Warsaw, Ky.a is indescribable. The sufferers have been rendered comfortable by the citizens as far as it has been in their power to bestow relief.

EUROPE.

The steamship Hoisatia, Captain H. Ehlers, of the Hamburg line, from Hamburg via Havre and Southampton November 27, arrived at this port yesterday morning. She brings details of the telegrams up to

The London Post says that General Count Louis Avogadro de Quaregna has arrived in London on a

The military establishments at Bourges are about to be connected by an American railway with the main line from Orleans to Paris.

A magnificent hotel has been engaged for the

Chinese Embassy in the avenue des Champs Elysecs.

5,000f. in aid of the sufferers by the eruption of Mount Vesuvius. He has also authorized the Pro-

A despatch from Florence November 25, says that the execution of Togretti and Monti has produced a had impression there. The Nazione, a Ministerial paper, uses very decisive language, remarking that the Pontifical government has executed these men solely for the purpose of exasperating Italy, of exciting the popular passions and of causing fresh embarrassment to the royal government.

In the course of the discussion in the delegation of the Reichsrath Baron Beust declared that in opening negotiations with Rome he had only wished to avoid a diplomatic rupture, and that he had at tained his object.

ENGLAND.

Particulars of the Wigas Colliery Explosion.

On the morning of the 2sth November, about nine o'clock, a terrible explosion of fire damp occurred in the Arley mine of the Hindiegreen collieries, about two and a half miles from Leigh and about fourteen from Manchester. The works belong to John Scowcroft & Co. (limited), and at the time of the accident upwards of 30 men were in the pit. The mine is about 320 yards deep, and is worked with an up and down shaft. The works are under the superintendence of Mr. Southworth, managing director. Mr. Ellis Preenan, the underground manager, was at the works at the time of the explosion, which occurred just after the men had breakfasted. In the immediate vicinity of the explosion itself the whole of the men and boys were killed or seriously injured. There was at once a rush of those uninjured to the pit-eyes, and large numbers were rescued, suffering only from tright. The injured, about twenty in number, were brought away and at once attended to by Drs. Brayton and Ormerod. The task of removing the bodies of the killed was necessarily a very slow and painful one, as the workings took fire. By two o'clock in the atternoon thirty-eight bodies were brought to the surface, and a large number, variously estimated at from forty to eightly were missing. The origin of the accident is unknown, as the ventilation was said to be excellent. It is supposed that some workman must have removed the top from his lamp and that a sodden rush Particulars of the Wigas Colliery Explosion it is supposed that some workman must have removed the top from his lamp and that a sodden rush of gas caused the explosion. The atmosphere was very heavy at the time. The bodies were in many cases fearfully disigured, rendering identification very diment.

The following is a list of the killed so far as has been asceptained:—William Hasham, Thomas Kaye.

very difficult.

The following is a list of the killed so far as has been ascertained:—William Hasiam, Thomas Kaye, Benjamin Rhodes, William Kirkpatrick, John Kendrick, Thomas Longton, Thomas Ashurst, Abraham Grundy, William Grundy, Jacob Greenhalgh, Thomas Greenhalgh, William Tildesley, Joseph Tildesley, George Southern, Thomas Bromilow, Thomas Holeroft, John Marsh, James Latham, Alfred Heyes, Thomas Ramedile, Samuel Farrin, John James Houghton, William Dearden, James Southerton, William Pilling, Thomas Evans, John Starkey, James Pilkington, William Markland, Thomas Starkey, William Johnson, James Morris, William Halliwell, John Kirkpatrick, William Mort, James Ramsdan, Peter Ingram, Isaac Sergeant, George Booth, Joseph Highton, William Aspinall, John Hall and William Isherwood.

It is remarkable that all the men brought out were young men, the eldest not being apparently over tibirty years of age.

A portion of the workings were on fire, rendering it difficult to get at the woole of the bodies. The number of those left in the pit this afternoon was unknown. Fity-seven persons, it is thought, were killed and ten others seriously burned by the explosion. At six o'clock in the afternoon the firemen made an inspection and reported that all was safe. Both of the firemen were killed. The workings extend east and west, On the east side 150 men worked and on the west sixty or seventy. All on

Jeff Davis on "Baried Jerusalem-"

The London Evening Star of the 27th of November says:—Mr. Jefferson Davis made a speech at Leanington on Wednesday on rising to second a vote of thanks to a gentleman who had lectured on "Buried Jerusalem" before the mombers of the Local Enilosophical Society. Mr. Davis made various allusions to the Holy Land as the cradle, bunnanly speaking, of civilization as well as of the Christian religion. Referring to the demolition of the Temple he observed that although all must regret the rain of a structure so much connected with the early history of religion, yet we might be consoled by the belief that it was necessary that the temple sbould fall in order that the Star of Bethlehem might be seen of all men. He expressed his gratification at hearing from the lecturer (the Rev. Dr. Tristam) that the Palestine explorations had been inaugurated under the patronage of English women and executed by Englishmen. It was becoming a woman—for she was the last at the cross and the first at the sepulchre—to commence the explorations in confirmation of the great truths of Christianity. And it was well for Englishmen to undertake the work of exploration, for their blood was mingled with that of the Norsemen, with the Saxons, the teachers of the harmonious conglomeration of liberty and law, community and independence, individuality and self-will; and with the troubadour, the kuightly soldier, represented in the Norman. These three elements combined in Englishmen, led to adventure, to love of truth and gave the heart to do whatever the will might desire. The divine truths upon which eur happiness here and hereafter was engrafted had been more and more established as science had trodden in the path of revelation. Such exploration, as those which Dr. Tristam had narrated had revealed things not before fully comprehended, and shown that as they progressed truth would be more and

The Enthranement of the New Primate, [From the London Globe, Nov. 23.]

The enthrogement of the new Primate Archbishop of Canterbury is looked forward to with some interest in the Church. It will be held in the metropolitan church of his diocese, but no day is yet fixed for the ceremony. Dr. Taut will be installed by the Venerable B. Harrison, M. A., Archdeacon of Maidstone, the Archdeacon of Canterbury being prevented by age from attending. The Archdeshop will be necompanied by Dr. Jacasson (wao will by that time have become Bishop of London and Provincial Dean of Canterbury), the Bishop of Oxford (as proxy for the Bishop of Winchever, Provisional Subbeam), the Bishop of Kochester (Provincial Chaplain or Cross Bearer) and Dr. Worsworth (who will by that time have become Bishop of Lincoln and Provincial Chancellor), the canonspecialentiary of the cathedral, the six preachers, the cathedral clergy, &c. After morning service the Archbushop will be conducted to the archbishop will be enthroned. Afterwards the Archbushop will be enthroned. Afterwards the Archbishop will be conducted by the Dean of Canterbury and the Bishops present to the patriarchal chair in the south transept, between the altar and the chapei of the Holy Trinity. In the placing of the newly elected primate in this venerable cnair consists the principal solemnity, or the enthronement, as it puts the occupant in formal possession of the metropolitan dignity, authority and emoluments. The Enthronement of the New Primate.

FRANCE.

The Emperor of the French.

Holmes and the crew of the America, reported lost, is safe.

The Emperor of the French.

[From the Pall Mail Gazette.]

The appropensions entertained as to the health of the Emperor Napoleon seem to be well founded. "Not only," says one of our correspondents, "did he not mount on horseback and follow the hounds at the grand hunt the other day at Complete, but, contrary to his usual practice, he accepted assistance while getting into and alighting from his carriage. At the shooting party one could see that he walked with great difficulty and seeming lanceness.

tragging his legs, which were spread rather wide pair, after him, as it were, and with his arms held hat to steady his movements. On the evening of the ware a chair was placed for him on the balcony of he chateau, on which he continued seated until the onclusion of the affair, although the Empress and rincess of Wales were both standing. At the performance at the theatre, too, a night or two afterwards he sat with his head bent forward on his hest the whole time, seemingly perfectly inattentive

SHIPPING NEWS.

Almanar for New York .-- This Day.

Sun rises 7 13 | Moon rises...morn 2 12 Sun sets...... 4 32 High water....eve

DECEMBER 8-9 A. M.

PORT OF NEW YORK, DECEMBER 8, 1868.

Captains and Pursers of Vessels arriving at this port will clease deliver all packages intended for the HERALD to our please deliver all packages intended for the HERALD to sur-regularly authorized agents who are attached to our Steam Yacht fleet. The New York Associated Press do not new collect marine reports nor attend to the delivery of packages, as will be seen by the following extract from the proceedings of the regular monthly meeting held March 3, 1838:—
Resolved, That on and after Aoril 1, 1863, the Asso
Press will discontinue the collection of ship news i
harbor of New York. Passed unanimously.

23-The office of the Herald steam yachts JAMES and JEANNEYTE is at Whitehallshp. All communications from owners and consigness to the masters of inward bound vea-ses will be forwarded free of charge.

CLEARED.

Steamship James Adger, Lockwood, Charleston—H E Morgan & Co.
Steamship Hatteras, Roberts, Norfolk—N L McCready,
Steamship Glaucus, Walden, Boston—W P Clyde
Brig Mary M Williams (Br.; Foster, Kingston, Ja.
Brig H G Berry Colson, Cardenas—J E Ward & Co.
Frig Rocky Glen, Wallace, Naevitas—Warren Ray,
Brig Howard (Br.), Cox, St. John, NB—Heng & Parker,
Schr Susie Prescott (Br.), Glass, St. George, NB—Jed Frye
Free & Co.

Free & Co.
Schr J Paine, Rich, Philadelphia—Crowell & Paine,
Schr Martin, Harding, Wood's Hole—Ferguson & Wood,
Schr Fair Wind, Bowman, New Bedford—Ferguson

ARRIVALS.

REPORTED BY THE MERALD STEAM VACUUTS.

Steamship Risting Star, King, Aspinwall Nov20, with mults, muse, tressure and passenners, to the Pacific Mail Steamship Co. Deel, lat 12 22, lon 75 08, signalized steamship Henry Channey, hence for Aspinwall; 4th, lat 26 46, lon 74 25, steamship Arizona, do for do.

Steamship Gity of Port an Prince, Jackson, Port au Prince Nov 29, with muse, to Robert Murray, 5r. Nov 20, off Creoked Isand, spoke sebr Pawa, from Port au Prince for Boston.

Steamship Victor, Gates, New Orleans, 8 days, with muse and passencers, to C If Mailory & Co. Experienced heavy gales from 8 to NW during the last 4 days; Dee E, lat 29 59, nor 79 52, passed a sear showing a blue signal, with a white letter 8 in centre, steering N.

Steamship Champion, Lockwood, Charleston Dec 5, with muse and passengers, to Afthur Leary. Had strong westerly winds the entire passeage.

Reamship Wm P Clyde, Powen, without Saw several schaswith naval stores and cotton, to Jas Hand. Saw several schaswith naval stores and cotton, to Jas Hand. Saw several schasschore on Jersey Beach.
Steamship Louisa Moore, Wallace, Newbern, NC, with
mose and passengers, to Morray, Ferris & Co.
Steamship Nereus, Bearse, Hostom, with milse and passengers, to Wm P Clyde.
Bark Lord Balkimore (Br.), Landare, Rio Janeiro, 47 days,
wish coffee, &c, to Pendergast Bros. Is anchored on the lor.
Brig Annie (Br.), McDonald, East Harbor, TI, 26 days, with
salt, to 46 H Brewer. Had bord weather throughout.
Brig G M Reynolds (Br., Dick, Salt Cay, TI, 16 days, with
salt, to Jed Frye & Co. Had heavy weather all the passage;
lost and split salls.
Brig Mary E Rowland, Brice, Galveston, 21 days, with cotton, &c, to master. Had strong N and E gales. The M E B
is nound to Boston; put into this port for a fresh supply of

Walker & Co.

Schr Hickory, Matthews, Portamouth.

Schr J L Jay, Hubbard, Boston for Rondout.

Schr John Dasley, Wall, Fall River for Elizabethport.

Schr John Dasley, Wall, Fall River for Elizabethport.

Schr S Smith, Brewer, Pawtacket for Philadelphia.

Schr Lucia B Ivea Rowdich, Providence.

Schr Lucia B Ivea Rowdich, Providence.

Schr Uulted Brothers, McKay, Providence for Baltimore.

The steambily Hoisatis, Capt Ehlers, arrived 7th, reports left Hamburg Nov 2t, and Southampton 28th, at 10 AM, with 168 cabin and 363 steerage nassengers, and arrived at Sandy Hook Dec 7, at 6 PN; had variable whole and misty weather the whole passage; 3d inst, at 1 PM, lat 47 20, lon 51 12, bassed a very large iceberg. BELOW.

Bark Harry Booth, Chase, from Havana Nov 2s, with su-ar, &c, to James E Ward & Co. SAILED.

Bark Sarah A Payson; brig Perseverance. From Quaran-ine, ship Villafrance; bark Meta. Wind at sunset W.

Minrine Disasters.

The Gale, Ao.—The strong easterly wind of Monday was very heavy at sea and on this coast. Reports reached this city during the day yesterday of a ship or other large vessed being ashore on Jones Beach, Long Island, and several fore and aft schooners ashore on the Jersey beach, but as there are no telegraph lines along our coast we are without further information from the wreeks. Captain Powell, of the steam ship Wm P Clyde, fron Wilmington, NC, reports as many as six vessels ashore to the southward of the Highlands. One of the wrecking companies has sent assistance to the vessel on Long Island.

westward, with frequent snow squalls, and there have been consequently but few arrivals of sailing vessels. The ship Baraar, from Havre, remains at anchor in the bay with two anchors ahead.

The bark Josephine, from Newport, two other barks, three

brigs and several fore and aft schooners are also at sachor it the bay. One ship, two barks and two brigs are at sachor on the bar, all bound in.

HARK FORTUSE (RF), from Carthagean, arrived at Assim-wall on the 22d oft to repair sails, &c., also for mee and provisions.

visions.

Bark Chimborazo. We learn of the following mentance on the bark Chimborazo, before reported has too the coast of Mexico Oct St. Boston, \$4,000; Franklin, \$9,000; Washington, \$5,000. There is further insurance in Boston companies, and \$12,000 at Baogor.

A Bark is reported nabore on Jones' bar, Bockaway Beach.

Beach.

BIG ELSEY (Br., from Port an Prince for Boston, arrived at Hoimes Hole 7th lost, and reports in lat 23, lon 75, off Cape Hatterss, 25th till, Capt Carey died of yellow fever; also, on the 25th, searman, normal Janues Murphy, of Newfoundland; also reports having experienced heavy NW gales.

BRIGO J B KERDY, from Charleston, for Philadelphia is (2th) at Newcastle, Del. leaking hadly and in want of a stammur.

BIR ASHORE—Tackeron, NJ, Dec S—A large orig, name unknown, a salore on Long Beach, 5 miles north of Egg Barbor.

Sche B L Hammond—Boston, Dec S—The schr N L Ham-

Harbor.

SCHE B L HAMMOND Bocon, Dec 8.—The schr B L Hammond, Capt Lewrence, from New York for Sangus, with a cargo of curp, went ashore on Chelses Beach during the gale of Monday night. She remains ugit, and will soon get off without much damage.

SCHE YIROISIA, from Bangor for New Haven, struck on shoal ground near Southwest Ledge, and lay nearly the whole tide, but came off without sustaining any damage, and was loved up by the steaming Carter.

Charleston, has our thanks for favors.

Spoken.

Foreign Ports.

HAYTIEN, Nov 21-In port bries Jane, Allen, for Prince to load for Boston; Gold Finder, McBride, for

from Trindad, arrived 14th, for N.O.K. Also, bark Fenwick (fix), Soye, for NYork, dig; and others as before reported in port 12th.
LIVERCOLL, Nov 95—Arrived, Excelsior, Brown, NYork; Cecilia, Bistrup, Charleston; Fillo de l'Ark, Roberts, New Orleans; Chrysolite (8), Gill, do; 27th, Limertok Lass, Marsh-chans; Chrysolite (8), Gill, do; 27th, Limertok Lass, Marshman, do.

The Alhambra (s), from New Orleans, did not arrive 24th.

Salled 24th, Mariaban, Willia as, Calcutta; 25th, Anna Main, Main, San Francisco; Ann Eliza, Dawson, New Orleans; 24th, Glenfallock, Skene, do.

Cleared 25th, Lillie M, Clark, Marabas,
Entered out 25th, Alliance, Larsen, for NYork,
LONDON, Nov. 26—Arrived, Neille Mewe, Merryman,

LAND, Nov 25-Arrived, Mont Blane, Chase, Mont-

Heart Ann, Nov. 20—Arrived, Mont Blane, Chase, Moulmein for Sinderland.

60f do 26th, E. W. Steison, Moore, from London for Nyork.

PALERMO, Nov 12—Arrived, T. E. Warl, Landerkin, Licata;

17th, Rozana (8). Winter, Mossina (and left for Nyork); 19th,

orchilla, Havener, Leehorn.

Salied 14th, John Shay, Nickerson, Nyork.

POINT AT PHINECE, Nov 28—In port hark Robert Murray Jr,

Wilson, for Nyork, wig cargo; brigs B Inginac, Gray, for
Boston, do; Isadora (Fr), Cody, for do, idg.

Salied 28d, trig. Arolite (Br), Thomas, Hoston; 25th, sohr

Fawn (Br), Lane, do (and was apoken 3th off Crooked Isand).

Sounderland.

St VINCENT, CVI, Nov 8.—In port bark Warren Hallett,
Cstillfeld, from Boston for Isle Sal, to sail same day.

St Ann's BAY, Ja, Nov 13.—In port brig Annie Seymour,
Newbold, for Nyork, Ide.

VEXTER, Nov 16.—Arrived, Alex Nickels, Rosenbrook, New
York; Els, Rossalia, Tanarino, Phisadeichia.

VALTARIAISO, Nov 3.—In port sair Idaho, Priend, from
Boston, arrived Oct 29, disc.

YALLOHO, Ja, Nov 12.—Sailed, brig P I Nevius, Perkins,
NYORK.

ALEXANDBIA, Dec 7-Arrived, schra Wild Pigeon, Phil-ips, and Helen A Hoyt, Cramer, NYO's. Sailed-sein Lottle Klois, Vauchn. Hoboken. BOSTON, Dec 7-Arrived, bark it B Walker, Rogers, Pen-anola; big Abbie Chifford, Clifford, Rondout; sehr John la; brig Abbie Camoro, ker, Low, NYork. naged—Bark J G Faint (Br., Webb, Cork or Falmoub; Aroostook, Bryant, Trindlad; spira Eila, Leonard, Ber-la; A A Rich, Lewis, Mobile; Mary E Smith, Smith, Sa, nah; R C Thomas, Crockett, do; Frank Herbert, Growell-

BEVERLY, Dec 2-Salled, schr Ocean Traveter, Adams, NYO'K. CHARLESTON, Dec 8-Sailed, ricamship Charleston, Ber-re, NYO'K; bark Haabet, Liverpool; brig Rosita, Barcelona Mwell, NYork.

RS, Dec 4—Arrived, schrs JS Whelden, Bowen,
mall, Tice, Philadelphila.

DN. Dec 5—Salied, schr J P Allen, Allen, NYork.

NYork: Sche-Sailed, brig Cosmos, Parsons, NYork; schrs Magnet, Smith, and Edvira, Bancroft, do; Keokuk, Small, do; FALL; RIVER, Dec.7—Arrived, brig H C Brooks, Davis Georgetown, DC; Thomas Borden, Writhington, Philadelhis.

Katled—Schr James A Brown, Marble, Cuba.

HOLMES' HOLE, Dec 5, PM—Arrived, schr Henry, Meritt, Addison for Nyork.

Sailed—Schr Gen Wm H French.

Sch—Arrived, brigs Elsey (Br., Peterson (late Corey), Port
in Prince for Boston; Julia E Arey, Habbidge, Porsland for

Philadelphia.
7th—Arrived, bark Geo Walker (Br), Walker, Providence
for St John, NS; U S revenue entier Vigitant, Unber, from
Boston, on a cruise after South Shoal Lightably, having gone
from her station. (Lost overboard from the jibboom of entter Vigitant, John Holn, secaman).
JACKSONVILLE, Dec2—Arrived, schr Constitution, Smith, Cleared 1st, schrs Helene, Bahrs, and Uncle Tom, Look, NYork; 3d, James Sones, Porter, Philadelphia. MARBLE

NYOR; 2d., James Jones, Porter, Philadelphia.

MARBLEHRAD, Dec 5—Arrived, schr Elwa Frances, Hutchinson, Hizabethport.

NEW OREANS, Dec 3—Arrived, bark Wm Raibbone, Doane, NYOrk. Below, ahlp Zimi (Rr), Woodward, from Gloucester; schr A Devereaux, Rich, from Philadelphia.

Cleared—Ship Expounder, Irvine, Liverpool.

NEW BEIFORRI, Dec 7—Arrived, schr Hannah D, Chaes, NYork via Edgartown.

Railed—Schr Argus Fye, Philadelphia.

REWPORT, Dec 5, Ph.—Arrived, schr H B Rowe, Cobb; R S Leach, Panuleton, and Gookia, Stewart, Rockland for NYork; J P Allen, Allen, Dighton for NYork; Sariight, Jones, Wilmington, NG, for Boston: Ned Sumpter, Higgins, Thomaston for NYork; Helen W Condon, Condon, Ediass for do; George & Albert, McDonaid, Boston for Georgetowa, DC; Jonas Smith, Nichols, Frovidence for Charleston, Murphy, do for do; Ida, Phillips, and James Wellon, Staples, Taunton for do; Mannfield, Achorn, Fravedence for do; Marshall O Wells, Reeves, Fall River for Myrk. NCRWICH, Dec 5—Salied, schr Briston, Hugher, Good Harvest, Cervin, Bristof (North, Peer Salied, Schr Helen, NYGR. Cervin, Bristof (North) (Nort

MISCELLANEOUS. A LL THE LADIES DECLARE The most fascinating Store to New York is

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